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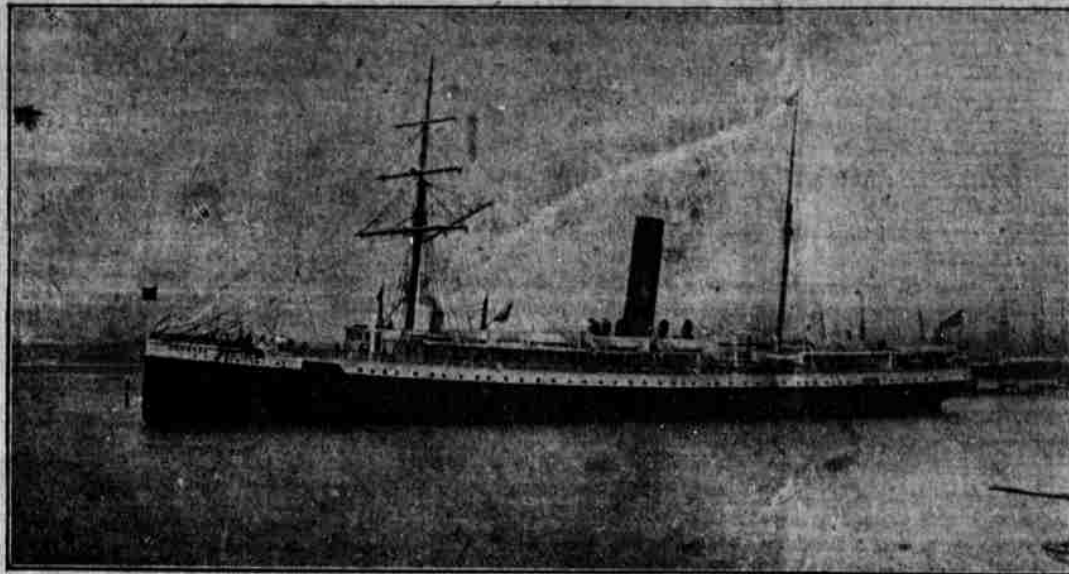
HONOLULU, T. H., TUESDAY, OCTOBER 3, 1905. —SEMI-WEEKLY.

WHOLE 2734

ALAMEDA'S PASSENGERS STAYED ON BOARD TO EAT THEIR LUNCHEON

Vessel Not Likely to Get Off the Rocks --- Cargo Is Being Lightened.

There Was No Panic When the Accident Happened and Tugs Soon Came to the Rescue --- Cast on the North Shore of the Golden Gate.



O. S. S. ALAMEDA, WHICH WENT ON THE ROCKS OFF FORT POINT, SAN FRANCISCO.

(Associated Press Cablegrams.)

SAN FRANCISCO, October 1.—The Oceanic steamer Alameda, while feeling her way out of the Golden Gate during a dense fog yesterday, went on the rocks on the north side of the channel near where the Pacific Mail steamer City of New York was wrecked several years ago. She sounded distress signals and made ready to lower her boats. Examination showed that there was no immediate danger. There was no panic on board and the passengers remained an hour and ate luncheon before going ashore in the tugs and other vessels that promptly came to the rescue. At the time of the accident the Alameda was in charge of Pilot C. B. Johnson. At an early hour this morning the vessel is still fast and her rescue is doubtful. She is leaking and the cargo is being lightened.

THE AFTERNOON ACCOUNT.

SAN FRANCISCO, September 30.—The Alameda ran ashore just inside the heads directly across the Golden Gate from the scene of the wreck of the Rio de Janeiro.

She at once hoisted signals of distress and sounded her whistle.

Many tugs and steamers near at hand immediately went to the Alameda's assistance and the vessel's lifeboats were lowered, carrying passengers to the U. S. tug Golden Gate and other boats, which returned the passengers to the city.

A big stream of water was seen spouting from the Alameda's port bow. The vessel settled at the stern. It is believed that she is seriously damaged. Pilot C. B. Johnson was on the bridge at the time of going aground. Captain Dowdell was by his side. She went bow first on the rocks in the fog, sticking fast.

With her bow fast on the rocks, her stern swung into midstream. She may be released at high tide.

To save the ship it will be necessary to stop the leaks temporarily to the extent sufficient to permit hauling her off without immediately sinking her. If the holes in the Alameda's hull are so extensive as to cause an inrush of water this course will have to be pursued.

At low water there is a fall of nearly six feet at Fort Point and hopes are entertained that the vessel may be saved.

A large force of men has been sent in tugs to the scene to discharge the cargo.

This will be done as quickly as possible. If necessary it will be thrown overboard.

The inrush of water is beyond the capacity of the pumps. When the vessel struck it was nearly high water and when the tide fell she settled more firmly on the rocks.

SAN FRANCISCO, October 2.—There is a bare possibility of floating the steamship Alameda, the weather continuing favorable.

MOST OF CARGO SALVED.

Most of the cargo has been taken off the steamer by lighters.

DIVERS TO MAKE EXAMINATION.

Divers will make an examination of the hull today.

PONTOONS MAY BE USED.

Pontoons are being planned for raising the steamship off the rocks.

BAD PUNCTURING SURMISED.

The hull of the Alameda is believed to be badly punctured.

At 5 p. m. the following cablegram was received by the Merchants' Association in answer to one of inquiry:

"SAN FRANCISCO, October 2.—To George W. Smith, President Honolulu Merchants' Association: Approximately 1200 tons cargo Alameda will be forwarded by Nevada. Can not give particulars by marks and numbers, as cargo is unsorted. SPECKELS."

W. G. Irwin & Co., local agents for the Oceanic Steamship Company, received the following cablegram yesterday afternoon from San Francisco:

"Part of the cargo saved. Will be forwarded on the Nevada."

The American-Hawaiian freighter Nevada will arrive here on Saturday, October 15.

The Metropolitan market received this cablegram yesterday:

"Will execute Alameda's orders by the Nevada."

No word has been received about a permanent boat to take the Alameda's place.

The old steamer Zealandia is the only vessel available to the Oceanic company on which to send freight and passengers. The Australia was recently captured by the Japanese and is a prize in some Japanese port. The Mariposa is under contract to carry the French mails to and from Tahiti. The Sonoma is the next Oceanic boat to arrive from the Coast. She is due the morning of Wednesday, October 18.

It is said that a large part of the Alameda's cargo, outside of the fresh fruits, etc., is the first section of the Christmas holiday goods. Some of the merchants buy early and have the shipments arrive early, so that there can be no possible delay at the last moment.

HOW THE NEWS WAS RECEIVED IN HONOLULU

The news of the disaster to the Oceanic liner Alameda created great uneasiness in the city yesterday and there was much relief when it was known that every passenger and officer and crew were safe. Telephone bells were kept busy for hours. The advance list of passengers was not brought here on the last steamer from the Coast and there is little known of who was aboard, except as follows:

Mrs. John Effinger, maid and four children; H. P. Wood of San Diego, the new secretary of the Promotion Committee; Sol. Sheridan of the Advertiser staff; C. R. Buckland, secretary in the Governor's office; Tom Wall, of Wall, Nichols & Co., wife and child; W. M. Bray of Hopp & Co.; Edie Giffard, of Spreckels' Bank.

Mr. Effinger received a cablegram early in the afternoon from Mrs. Effinger saying that all were safe. He received another cablegram from Edgar Lewis of Lewis & Co., to the effect that there was some probability of the Alameda being refloated.

F. L. Waldron, the customs broker, received a cablegram from a fruit-exporting concern in San Francisco, asking whether they would duplicate the order which had been filled and sent on the Alameda. This would indicate that the cargo is a total loss. The mail was taken off safely.

Fred Whitney of the local Oceanic S. S. Company agency, stated last evening that not a word had been received by the agents from San Francisco concerning the loss of the liner. He stated that the office force up there was probably too busy with other matters to be cabling to Honolulu, inasmuch as no lives had been lost.

The Alameda was built by Cramps in Philadelphia in 1883. Her gross tonnage was 3158, tonnage under decks was 2936, and net tonnage 1939. She was 314 feet in length 41.0 feet beam and 17.3 in depth, and was provided with

STEAMER COSTA RICA STRUCK SAME ROCKS

Thirty-three years ago a passenger steamer was wrecked at about the same spot as the Alameda has now come to grief upon. This was the Costa Rica in 1872. Among her passengers were the late Minister H. A. P. Carter and his late son, Charles L. Carter, father and brother respectively of Governor Carter; Mrs. S. G. Wilder, sister-in-law of Minister Carter, and the late Charles Nordhoff, author and journalist.

It was at night that the Costa Rica struck, so that the landing of the passengers, all of whom were saved, was attended with much difficulty. The cargo was saved afterward.

Mrs. Wilder, at her residence, Esplanade, has pictures of the Costa Rica on the rocks.

A single screw. Four years ago she was given a thorough overhauling and was converted into an oil burner, and as such has been very successful. Not an accident has been recorded through the burning of oil as a substitute for coal. The Alameda was formerly on the run to the Colonies, but after taking off the S. S. Australia, she was put on this route.

It is 22 years ago this month that the Alameda first came to Honolulu, so she is like an old friend to the islanders.

The officers of the vessel were Captain Thomas Dowdell, Chief Officer Anderson, Chief Engineer Owens, and Purser Thomas Smith.

The cable dispatches state that the Alameda's cargo was valued at \$100,000. The vessel generally carried about 1200 tons of freight, much of it being refrigerated stuff. As the Sierra brought only lead stuff on her trip, the Alameda was probably chock full of all sorts of freight, including fresh fruits, vegetables, etc. Honolulu will probably experience a brief famine in some of the fruits which are received on all the Oceanic boats.

BUSINESS MEN PROTEST AT SHORT STAY OF COPTIC

President George W. Smith, on behalf of the Merchants' Association, last evening entered a protest with Hackfeld & Co., agents for the O. & O. Steamship Company, whose liner Coptic arrived from the Orient late yesterday afternoon, against the vessel proceeding to San Francisco at 7 o'clock this morning. Late in the evening Mr. Smith received word from the agents that the vessel could not be delayed beyond the hour set for her sailing. They stated, however, that the steamship Aragonia would arrive here tomorrow or the next day from Yokohama, and she would take mail to the Coast, and this would help out considerably as the Manchuria's mail could be answered and forwarded thereon.

When it was learned by business men that the Coptic was to pull out of here so early this morning, there was wailing and gnashing of teeth. The vessel came in long after the banks had closed and leaves before any large business house opens up. So many complaints reached Mr. Smith that he finally decided on behalf of the Merchants' Association to enter the protest.

The Coptic arrived in port at 6:20 p. m., after a pleasant trip from the Orient. She left Yokohama on September 23. She carries a large number of through passengers. There was one cabin passenger for Honolulu, Mr. Ichikawa, of the Japanese Consulate of Honolulu. Among the through passengers is Consul-General F. D. Cheshire of Mukden, Manchuria. Mr. Cheshire was at Mukden at the outbreak of the war, but left there when times became strenuous and went to Canton, where he remained until recently. He is on a visit to the mainland and will shortly return to his post of duty.

Officers of the Coptic state that the America Maru was in Nagasaki when they passed by, making ready for her trip here. They state also that both the Nippon and Hongkong Maru have been turned over to the T. K. K. company and will be refitted for passenger service as soon as possible.

OUT OF THE FOLD.

SAN FRANCISCO, October 3.—The Ruff Republicans have bolted and are holding a separate convention. They have endorsed the entire labor ticket.

WILLIAM JENNINGS BRYAN HONOLULU'S GUEST TODAY



WM. JENNINGS BRYAN.

Hon. William Jennings Bryan will be Honolulu's welcome guest today.

The distinguished American and leader of the Democratic party of the United States is due to arrive this morning on the steamship Manchuria and will spend the day in sightseeing, under the direction of a committee of the Democratic Central Committee of Hawaii. The plans for the entertainment of Mr. Bryan contemplate giving him every opportunity to inspect as many of the scenic features of Honolulu as it is possible to crowd into one day ashore, and if time offers, the people of Honolulu will be given an opportunity to meet him face to face.

Mr. Bryan is accompanied by Mrs. Bryan and daughter Grace.

The plans for the reception of the Bryan party are as follows:

7:30: Leave Oceanic Dock.
8:15: Arrive at Pall.
8:45: Leave Pall.
9:00: Arrive at O. R. & L. Station.
9:45: Arrive at Honolulu Plantation.
10:45: Arrive at Moanalua.
11:30: Arrive at Museum.
12:00: Arrive at Hawaiian Hotel.
Public reception from 12 to 1.
1:30: Private lunch at Young Hotel.
2:45: Call on Governor of Territory.
3:00: Arrive at Aquarium.
3:15: Arrive at Moana Hotel.
Boating and surf riding, Waikiki Beach.
5:30: Arrive at Oceanic Dock.
Thirty minutes at Pall.
Forty minutes at Honolulu Plantation.
Thirty minutes at Moanalua.
Sixty minutes at Hawaiian Hotel.
Sixty minutes for lunch.
Fifteen minutes at Aquarium.
One and a half hours at Beach.

The committee has been given the privilege of going out to the Manchuria this morning in the U. S. Customs launch Waterwitch, which will probably

ably leave the dock at 6 a. m. Mr. Bryan and party will be brought to the Oceanic dock, and will enter an automobile and be driven to the Pall.

For the special entertainment of Mrs. Bryan, Mrs. Palmer Wood, wife of Senator Wood of Hawaii, will accompany her on the Pall trip; Mrs. W. A. Kinney will accompany her to and from Aiea, and after luncheon, Mrs. E. B. McClanahan will accompany her to Waikiki Beach. A number of other ladies are to assist in the entertainment of Mrs. Bryan.

The train will leave the Honolulu depot at 9 instead of 9:15 as originally planned. At 2:45 p. m. a call will be made on Governor Carter at the Capitol. The reception at the Royal Hawaiian Hotel takes place between 12 and 1, and a private luncheon party will take place at the Alexander Young Hotel after 1 o'clock. In the afternoon a visit will be made to the Aquarium where Mr. L. A. Thurston will conduct the party and explain the varieties of fish. A visit to the Moana Hotel will also be made and surf-riding indulged in if the party so desires.

The Democratic committee comprises Messrs. F. B. McClanahan, Senator Palmer Woods, Col. Charles McCarthy, Hon. Curtis Iaukea and County Treasurer Trent.

The Elks are taking an active interest in Mr. Bryan's coming, for he is one of the herd, and will see that he is given a purple reception. All Elks in town are requested to be at the Hawaiian Hotel at noon to attend the public reception. A delegation consisting of Dr. C. B. Cooper, Frank E. Thompson, Col. J. H. Fisher, George H. Angus and W. E. Fisher will go out on the tug and welcome the Bryans to Hawaii.

UNITED STATES COURT OF APPEALS DECISIONS

(Associated Press Cablegrams.)

SAN FRANCISCO, October 3.—The United States Circuit Court of Appeals rendered decisions yesterday in Hawaii cases as follows: Cotton Brothers versus Mary Almy, judgment of lower court affirmed; Hackfeld & Company against the United States, judgment of the lower court reversed and appellant ordered discharged.

On September 21, 1903, Mrs. H. N. Almy brought a libel in the Federal Court against Cotton Bros., for \$2500 for the alleged loss of a houseboat, which Mrs. Almy set forth was her exclusive property. The libel set forth that the houseboat had been leased to Cotton Brothers, who used the craft as a boarding house while they were engaged in dredging Pearl Harbor channel. On August 4 Cotton Brothers are alleged to have undertaken to tow the houseboat from Pearl Harbor to Honolulu. It was taken in tow by the steamer Kaena and placed between two heavily loaded scows. It is alleged that due to the carelessness of Cotton Brothers in placing the scow in this position, it was sunk while en route. A. S. Humphreys and J. J. Dunne were her attorneys. Mr. Dunne wrote the winning brief on appeal, the case having been originally decided in favor of Mrs. Almy by Judge Dole. The Circuit Court of Appeals affirmed the judgment, Judge Dole being sustained.

SEATTLE, October 3.—The east-bound Great Northern express was held up just outside the city last night and a hundred shots were exchanged between the robbers and the trainmen. The express car was dynamited.